## COULD NOT GET IN

(Continued from Fifth Page.)

ways results from a centralizing of Protestant churches in certain sections of the city, to the neglect of others.

"The Romanish plans are wonderfully prepared, the section is carefully divided into parishes, churches systematically organized, plans harmoniously executed, results necessarily as desired, and a surprise to no one. Certainly in this respect we find in them our example. Shall we profit thereby and cease working at random? Unfortunately in every large city there exists what we call a "congregation of churches," this is true in St. Louis, where within a radius of four squares from a given corner there are no less than eleven Protestant churches, while large and populous sections of the city are sadly neglected.

"In this city of Wichita, you have five of your strongest and most influential churches all grouped within a radius of three squares from a given point.

"You have here, all told, twenty-six Protestant churches with a total membership of about 5,000, an average of about 200 to each church. While there are 1,000 Roman Catholic communicants in two churches—or an average of 500 to each church.

"Is it necessary to have a Presbyterian, Methodist, Baptist, and Congregational church in every locality, sometimes on the same block? It has recently been estimated that if all Protestant churches in the United States would or could unite in one harmonious plan for carrying on God's cause in this country on some such principle as the Roman Catholics, that there would be 50,000 preachers who could be spared to carry the gospel of light to the nations sitting in darkness, and $50,000,000 annually to send them there and care for them.

"Shall we not bend our energies to extend the great Protestant Evangelical religion until it permeates every mission home? Will you not lay aside all denominational differences and petty jealousies which often divide, and therefore weaken of our energies, and limit our effectiveness and so district and organize this great state that you love, and do so at once, unless you find scriptural authority for postponing the Gospel call, that she may so testify to this nation, now Christian only in name, of the strength obtained, the force exerted and the results secured by the united efforts and concerted action on the part of protestant citizenship, that the day might soon dawn, when officials, municipal, state and federal would be God fearing, God serving men, and when the banner of the cross would become identified with the stars and stripes. That is a consummation devoutly to be wished, and only to be attained by the consecrated efforts of the children of the Heavenly King, guided by His counsel and sustained by His grace.

"The work is the Lord's.

"The plan is the Savior's.

"The essential presence is the Holy Spirit's.

"We are wasting and dissipating our strength. Can we ever concentrate, as churches, and secure the desired results? I am afraid not; but in Sunday school effort and as co-workers in this house to house visitation, yes. And if God's people here assembled will only take up this matter and, throughout this state and the various counties here represented, organize Kansas, on these Christ-suggested plans, systematizing the work in your own counties and cities as conditions may require and as in your wisdom, guided from above, you may deem best, all reporting by an agreed system of blanks to your executive committee, as can be done, I believe that God in heaven looking down upon His children's efforts will smile His approval, and before a great while we will hear the cry, 'Behold! the Bridegroom cometh!'"

After some announcements the congregation was dismissed, Rev. Don S. Colt having first uttered a touching prayer.

NOTES.

For some reason nearly all the talkers of the convention come from the eastern part of the state.

Mrs. J. P. Clapp, wife of ex-Mayor Clapp, of Conway Springs, is one of the most earnest workers at the convention.

J. F. Drake, of Topeka, is the lively man of the convention. Nearly every joke either emanates from or is directed toward him.

The plurality of the speakers heard from so far are Presbyterians. The Presbyterians always speak about themselves as such.

The majority of the visiting Sunday school superintendents are elderly men. In a crowd noticed by the EAGLE reporter twenty-one out of twenty-eight had gray hair.

The best-looking man in the convention is Mr. Wagner, of Kansas City, with President Queen, of Fort Scott, a good second. The best-looking lady comes from Sumner county.

It is quite noticeable that mostly all the Sunday school lessons are in the Old Testament. In all the talk on the subject yesterday afternoon no illustration was taken from the New Testament.

The most earnest and practical workers at the convention are those who, by their appearance, one would judge to be workers in rural communities. The more one looks like one's ideal John Wesley, the more he knows about the best method of instilling religion into the youth. This, of course, applies to the men. The ladies are the most intelligent workers of all.

TODAY'S PROGRAM.

8:30 Devotional service.
9:00 Reports of committee and treasurer.
10:30 "How the Sunday school may be made Attractive without Impairing its Spiritual Power"—Rev. C. W. Hessler, Denver.
11:00 "How to Study our English Bible"—Jesse Bowman, D. D., St. Louis.
11:30 Presentation of diplomas to Legion of Honor graduates.
2:00 Song Service.
2:15 "What can a young man do for the Sunday School"—J. P. White.
2:30 "What can the Sunday School do for the young man"—N. L. De Groff.
2:45 "What spiritual results ought we to expect from the Sunday School"—J. E. Platt, Oklahoma.
3:15 "The Evergreen Sunday School"..... Rev. A. F. George
3:45 Fifty questions answered.
7:30 Service of Thanksgiving and Praise.. E. O. Excell
8:00 Introduction of new officers.
8:30 Lecture by Dr. Jesse Bowman Young.

NUTTING ACQUITTED.

The Harn-well Murder Case Decided for the Defense.

Many people remember Paul Langlois—otherwise called Frenchy—who ran the English park and later the Sherman house of this city. Frenchy married a girl in the city, who still resides on Topeka avenue. On the evening of Feb. 20, last, Frenchy, who at that time was keeping a saloon in Hunnewell, was shot in an affray, and was afterwards found dead in an alley in the rear of his place. For this William Nutting was arrested and charged with murder. His trial began on Saturday last. The case was prosecuted by County Attorney Garver, while Senator Bentley of this city defended Nutting. The defense was purely self defense. A jury was speedily secured, it taking less than three hours to secure the panel. Tuesday evening the case was finally submitted to the jury, and in just eight minutes they returned a verdict of not guilty.

Nutting was formerly a train-master on the Union Pacific railway; he is a prominent G. A. R. man, a well known Mason and Odd Fellow, a Knight of Pythias, an Elk, and a member of the order of Railway Conductors' union.

STOCK YARD NOTES.

J. B. Kell of Clearwater had a car load of hogs on the market yesterday.

Superintendent Dulaney is putting his land east of the yards in millet.

Andrew Small of Anness brought in a car of hogs to the stock yards yesterday.

B. F. Forrest appeared at the Union Stock yards yesterday with a car load of hogs of his own feeding.

L. D. Holtke & Co. are proprietors of the new bakery at 111 South Main street.

T. A. Fawcett has moved his tailor shop from 112 to 117 South Lawrence avenue.

Mr. A. E. Lawrence of the Poultry company has returned from a trip to Denver and Colorado Springs.

## ON SEA AS ON LAND

### America Will Soon Lead in the Ocean Trade.

C. A. Griscom Tells of Future Great Things—What We May Expect to See and Do Afloat in Years to Come.

[COPYRIGHT, 1894.]

Commerce makes a nation great; lack of it makes it little. The importance and prosperity of every nation under the sun except the United States depend on its foreign trade. This country would be great without that, it is so big and full of resources itself; but luckily it draws upon all lands besides, and thus is not content with greatness but becomes the greatest.

For many years, however, the business of our foreign trade—the carrying to and fro of passengers and merchandise—was left to foreigners. America's shipping languished and almost died away. Now, however, we have begun to control our own again.

A year ago the news dispatches sent out from New York to all parts of the world told how the American flag had been raised over the great ocean steamships New York and Paris, the two biggest and finest vessels then in existence. The raising of that flag was the sign of the commencement of our new supremacy. Up to that moment no important ocean steamship had floated under the American flag for thirty-six years. Thus it was an epoch-making instant.

The law provides that no vessel not built in America by American laborers and of American materials shall have the right to fly the Stars and Stripes. This was passed with the idea of encouraging home industries, of course; but it had the unexpected effect of discouraging and killing home shipping. Labor in America costs more than labor in the great English and Scotch shipyards, and materials are much more expensive. The privilege of flying the American flag was not financially profitable. There was only glory in it. So Americans went abroad to have their ships built and, putting their patriotism into their pockets, sailed under foreign ensigns.

CLEMENT A. GRISCOM.

Some years ago, however, a great line of ocean steamships passed into the control of American capitalists. These men saw that while shipbuilding was not profitable here now, it only needed encouragement to become so, and they decided to give it that encouragement. They petitioned congress for the right to sail their two biggest ships, the Paris and the New York, which were built abroad, under the American flag, promising in return for the privilege to have others equally large and equally fine built in America according to the provisions of the shipping law. It is to their credit that they made this petition, and it is to the credit of congress that it was immediately granted. Inasmuch as Mr. Clement A. Griscom is the president of the line that accomplished this feat and was the prime mover in its conception, it is fair to say that he is the greatest living American connected with transportation by water. This makes Mr. Griscom a fit subject for interviewing in this series, and makes whatever he may say in regard to American shipping's past, present or future of importance and interest.

He is a man nearly six feet tall, of ruddy countenance, blue eyed, with sweeping gray mustache. His face is browned by the winds of many passages across the ocean and his voice has the heartiness of the sea in it. He is as good natured as the proverbial mariner is supposed to be, is full of good stories, and has a manner that makes you want to call him "colonel." His New York offices, connected as they are with the renaissance of American shipping, are appropriately located in the midst of reminders of the beginning of American prosperity. They are in one of the old brick buildings—once private mansions—which face Bowling Green and look down upon the little grassy circle wherein stood the leaden statue of King George, which Yankee patriots pulled down and melted into bullets with which to shoot the tyrant subjects of the tyrant king. Around this circle is an iron fence, built before the beginning of American independence. At intervals of six feet or so are heavy posts, which terminate at the top with irregular projections. These show where the ornamental iron balls with which the fence was originally garnished, were broken off for use in Yankee cannon. A hundred yards away and around the corner from Mr. Griscom's office is the Battery, once an important part of New York's defense and now one of the people's pleasantest pleasure grounds. This locality was New York's center in the beginning. There were the banks and forerunners of today's great mercantile enterprises, and there dwelt the old aristocracy.

"What will be the future of American navigation?" I asked Mr. Griscom the other day, about two hours after he landed from a voyage on one of his big ships.

"I thoroughly believe," replied Mr. Griscom, "that America is well on her way toward resuming her old and rightful place among the maritime nations of the world. American ingenuity and common sense is rapidly overcoming the obstacles that prevented her from keeping it. The cost of marine construction is rapidly being lowered here to a point which will make shipbuilding in American yards profitable. I do not mean by this that wages are being reduced, but that the perfection of machinery is lowering the cost of materials, and that the additional cost of labor is partly overcome by American excellence of workmanship.

"It was in 1856 that the United States practically passed out of the transatlantic passenger and freight carrying trade. In 1854 (before the day of ocean navigation by steam), the good ship Shakespeare, built at the famous shipyards of Rrown & Bell, was launched. She was of nearly eight hundred tons burden, and could carry about 3,000 bales of cotton. For a few years she was engaged in the Louisiana trade, but finally made her initial voyage to Liverpool. There her beautiful lines, unusual size and handsome decorations created a veritable sensation.

"The docks along the Mersey were packed with sightseers, and after a landing had been effected the captain was obliged to call for police protection against the curious crowds. As soon as he had discharged his cargo and cleaned up his ship he offered her for public inspection. For a week her decks literally swarmed with inquisitive Englishmen, anxious to examine this product of Yankee skill. The result was that when the Shakespeare sailed back to New York she had as many passengers and as much cargo as she could carry. This was the beginning of America in transatlantic trade.

"The remarkable success of the Shakespeare's voyage to Liverpool induced Mr. Collins to establish a regular line of transatlantic packets. He must have had a penchant for theaters and theatrical things, for his other ships were named the Garret, the Sheridan and the Siddons. Naturally he christened the fleet the Dramatic line. Then came the establishment of the Black Ball line, his rival, and America was fairly started in international trade.

"But these were sailing vessels. The first American transatlantic steamships were the Arctic, Atlantic, Baltic and Pacific, also of the Collins line. They went into commission in 1850-51. Only two steamships had preceded them. They were the Sirius and Great Western, both English properties.

"For three years the Collins steamers were entirely successful; then they were ruined by disaster. The first catastrophe was the loss of the Arctic, in September, 1854. Three hundred persons, including the wife and two children of the owner, were drowned. Not long after the Pacific went to the bottom with great loss of life and the government withdrew its subsidies. The result was inevitable. In 1858 the business of the line was wound up and with its death America dropped out of the race for honors in the ocean carrying trade, not to enter again until the recent flag raising on the New York and Paris.

"I believe that flag raising marked the beginning of a new and splendid epoch for us. It is only a question of wise legislation now. The cost of sailing under the American flag in future will not be much greater than that of sailing under any other flag, and this cost the government must bear. There is no question about the justice of this. In a thousand ways the United States will be compensated for such expenditure. In the first place there is the honor of it. That is distinctly worth while. Then there is the increase of facilities of mail transportation. That is important. But most important of all is the utility of American passenger ships in case of war. Both the New York and Paris were built as auxiliary cruisers for the British navy. When they became American ships it was understood that in case of war they should be turned over to the navy department on demand. If such an unhappy time were to come they would prove very valuable. On short notice they could be transformed into cruisers of great power and speed. They are so constructed that guns could be readily mounted, and while they could not be armored so as to meet in battle any of the foreign men-of-war, they are so rapid that they could readily escape from them and do great damage to unprotected commerce. The ships which are now being built for the American line by the Cramps, of Philadelphia, will be provided with these appliances and many others. In case of war the American line fleet would be one of the most valuable branches of the United States navy."

"Do you think, then, that the United States will ever be commercially supreme on the sea?"

"I see no reason to doubt it. We have made up our minds to it, and we generally get what we make up our minds to. One of the things which may lead to it is the use of the great lakes as an international waterway. Of course no man can tell whether or not this will ever really be brought about, but it does not seem more improbable that the Erie canal will be enlarged into a passageway for ocean-going ships than it must have seemed years ago that it would be built at all. I have not studied this subject, and know very little about the engineering difficulties which might be encountered. It is possible that they would be so great as to make it impossible to profitably enlarge the channel, but that does not seem likely. If the time ever comes when ocean steamships may enter New York harbor and sail thence by the Hudson river, Erie canal and the lakes to Chicago and other great interior ports a revolution will be worked in the commerce of the country such as we have never before even dreamed of."

"What do you think, Mr. Griscom, would be Chicago's position then among the cities of the world? Would she surpass New York?"

"No, I do not believe that that will ever be possible. New York will remain the metropolis of America and will probably become the greatest city of the world. But Chicago would, of course, be greatly benefited, and other lake cities, like Buffalo, Cleveland and Detroit, would grow to a magnitude and importance as yet unthought of. If such a great ship canal is a commercial possibility, it will undoubtedly be accomplished, and it will be the greatest of all America's great achievements."

"Has the maximum of speed in ocean vessels been reached?"

"Yes, very nearly. Increased speed means increased size, as matters stand now, and the harbors of the world will not permit an increase of size. The entrances to them are too shallow. For instance, at low tide there is only thirty feet of water over the New York harbor bar. The biggest steamships now draw twenty-eight of that thirty feet. That leaves at the outside only a two-foot possibility of increase of size, and there is no likelihood that a method will be devised for cutting and keeping clear a deeper channel through a bar situated as is that of New York's harbor.

"No greater power can be developed in ships of the present size until a new fuel is devised. At present six-fifteenths of an ocean passenger steamship's tonnage consists of coal and machinery. All this enormous percentage is utilized to its highest possibility in obtaining the speed of the present, and with each extra knot the amount of fuel and the weight of machinery increases in more than geometrical ratio. For instance, one famous ship has a maximum speed of 21.6 knots an hour. Another has beaten her by only seventy-nine minutes on the voyage across the Atlantic, but in order to attain this increase of speed she has to burn six hundred pounds of coal to the other's three hundred pounds. As long as this is true it will be of course impossible to build a ship whose increased speed will be of any commercial importance—that is, a matter of dollars and cents in saving of time to passengers or shippers."

"Is there any pathway open now, so far as you know, toward a new fuel?"

"Nothing practical, I think. It has been demonstrated that oil is an entirely successful fuel, and, of course, it takes up much less space and weighs less than coal, but there is not enough of it. The Pennsylvania railroad, for instance, made extensive and elaborate experiments with it, and finally found that they could use it successfully. They then had a locomotive fitted up to burn it. This done, they began to look into the supply. After a month's investigation they found that if the Pennsylvania railroad should adopt oil as a fuel they would alone use every drop produced in the state of Pennsylvania every year, leaving none whatever for use in lighting or other purposes. I do not, by this, mean to intimate that a new fuel will not be devised. He is a bold man who says what cannot be done, but I remain firm in my belief that the maximum speed has nearly been reached. If a new fuel and a new kind of machinery were devised which would weigh only one-half as much as the coal and machinery now in use, it would not be possible to attain a speed higher than thirty knots. This has been practically demonstrated by experiment and seems to set at rest the ideas of enormously increased speed in ocean navigation. I believe thoroughly, however, that the motive power of the future will be electricity."

EDWARD MARSHALL.

### Narrow London Streets.

A proposed law that any new building erected in London shall have its front not less than twenty feet from the middle of the street has brought out the fact that there are in the heart of the city thirty-two miles of streets less than forty feet broad. If the principle were generally applied, on a plan of reconstruction of streets, land to the value of about forty million dollars would be sacrificed.





## LAUGHS TOO MUCH

### A Man Whose Hilarity Is Likely to Cause His Death.

Strange Nervous Affliction — Laughter More Bitter Than Tears—Slightest Facial Movement Produces Fits of Merriment.

The first case publicly treated of a singular malady that has considerable of the grotesque associated with it, as well as more or less discomfort to the unhappy victim, has just been experienced in one of the prominent New York hospitals.

The study of the nervous system always furnishes numberless surprises to the student, and while this particular phase has been encountered frequently elsewhere, it is thought the instance that has just been treated is the first example in New York city.

Certain nervous weaknesses affect the muscles about the mouth and produce what is known as an inextinguishable laugh; a laugh that would arouse jealousy among the gods of Olympus. In a person so afflicted no muscular movement of the face is possible without producing the most violent and apparently hearty laughter. Ask of such a one the simplest question and the face will be at once convulsed with uncontrollable mirth; the wave will start at the corners of the lips, where the usual pleasant twitching of the muscles that accompanies the appreciation of a good thing will be noticed; the mouth will then open to its greatest capacity and the eyes will be closed most genuinely. Before the question is answered that has given rise to all this outburst the head will be thrown back and the entire body racked with a spasm that in the normal individual indicates unlimited satisfaction. In the case under consideration the man, while being under treatment for this annoying peculiarity, was visited by a member of his family, who told him of the death of a child, upon which the man exclaimed: "Oh, that is very sad!" and at once burst forth into a terrible explosion of laughter, while no doubt he felt inclined and was disposed to weep.

1.—BEGINNING TO SAY "GOOD MORNING."
2.—FINISHING "GOOD MORNING."

In an interview with the victim of this unhappy joyousness, the man exclaimed that the weakness had been gradually growing upon him, and that he had been forced, with its growth, to sacrifice all the enjoyments and amusements that formerly had made life agreeable to him; he said he had very reluctantly been compelled to give up going to the theater, because the slightest emotion felt by him at anything transpiring upon the stage brought on such violent laughter that he attracted the attention of everyone present, and it had finally reached the stage when all his efforts were bent on making his mind an absolute and entire blank, and he endeavored to pass the time without thinking, which, of course, being impossible, he was kept in a state of laughter almost his entire later life.

In talking with a physician of the hospital on the subject it was learned that an accident will produce this nervous condition, and he had come in contact with the case of a woman being treated in a hospital somewhere in Europe, who was paralyzed over her entire body, but whose face still retained its sensitiveness, and the particular nerve which controlled its movements was supersensitive to the same extent as that of the man described. The result of accidents upon the nervous system is often unique, and while this particular effect is rarely produced, yet it has been of some recurrence, and is as remarkable in its way as was the case happening a few days ago out west, where a man being run over by a railroad train, which lacerated his legs very terribly, was thereby rendered absolutely impervious to any sensation of pain by the complete paralyzation of every nerve in his body, and he calmly smoked a pipe and looked on indifferently while the surgeons amputated his limbs, and otherwise performed what would generally be an insupportable operation.

How these effects are produced is a subject too complex for newspaper discussion, but the experience of this hospital patient demonstrates that while laughter may be the most delightful attribute of human nature, it can become a source of cruel torment.

### Earth Has Begun Wobbling.

Observations are to be made simultaneously at Washington and at Manila, in the Philippine islands, which are almost directly opposite Washington on the other side of the globe, to see what is the matter with the axis of our planet. Observations show that for some time the earth has not been revolving on that important, if imaginary, support, as she has done for centuries, and scientists have decided that it is time to find out, if possible, what it all means. Those who have studied the subject declare that, if the variations continue in the course of some very long and very definite period we shall have an arctic climate at Washington, and the latitude of every place on the globe will be changed and our geographies will be useless. An equatorial telescope has been finished and sent out to Manila, and before long diligent inquiry will be made into the whys and wherefores of the peculiar performances of old mother earth.

—"Don't you think Miss Tawkins has speaking eyes?" he said. "I don't know, I'm sure," replied the young woman. "If she had, there isn't any possibility that her mouth would ever give them a chance to be heard."—Washington Star.

—The Traveler—"Why did you eat the missionary and let the convict go?" The Cannibal King—"Well, we know a thing or two, we do. The missionary was a man of the greatest tenderness, while the convict was as tough as they make 'em. See?"—N. Y. Press.







### CONTINUOUS LIGHTNING.

Places on the Globe Where Thunder and Lightning Are Incessant.

The phenomenon known as lightning, followed by a rolling, reverberating report, recognized as thunder, is common to a wide zone of the earth, but it is not generally known that there are localities where the vivid flashes and the deafening peals are incessant. The most notable of these continuous lightning districts is on the eastern coast of the island of San Domingo, a leading member of the group of the West Indies. It is not meant that the lightning is here continuous the year round, but that, with the commencement of the rainy season comes this zig-zag feature of electric illumination, which is then continuous day and night for weeks.

The storm center is not continuously local, but shifts over a considerable area, and, as thunder is seldom heard over a greater distance than eight miles, and the lightning in the night will illuminate so as to be seen thirty miles, there may be days in some localities where the twinkle on the sky is in a continuous succession while the rolling reports are absent. Then again some days and nights when the electric artillery is piercing in its detonations, and especially is this the case when two separate local cloud centers join, as it were, in an electrial duel, and, as sometimes occurs, a third participant appears to add to the elemental warfare. Then there is a blazing sky with blinding vividness and stunning peals that seem to pin the listener to the earth. Long before the echoes can die away come others, until the auricular mechanism seems hammered into chaos!

Just how and why it is that there is here generated so immense an amount of electricity as to keep up such an incessant ignition is one of those problems that can only be solved when sufficient data are at hand to work upon. It is probable that with the commencement of the rainy season this region is the border of opposing air and ocean currents whose friction has something to do in the case. This would tend to bring into contact opposing clouds: variously charged, and as lightning is the passing of electricity from one cloud to another, seeking equilibrium, or the passing of the fluid from a cloud to the earth, it is probable that, in this continued friction of currents, may be found a starting point to unravel the mystery. It is in swirling and opposing cloud strata, especially where these get into gyratory motion, that electrical phenomena are most abundant, just as in an even, uniform flow of clouds, such disturbance is rarer and often entirely absent.

It would not seem, from the meagre formation bearing on this matter, that the electrical interchange is between the clouds and the earth, as there is no reference made to what are termed lightning strokes—when the descending current strikes a tree, building or other object, or strikes the ground directly. But it would certainly be a trying ordeal on any fairly balanced nervous organization to behold a blazing sky for days and nights together and listen to the incessant rolling of the thunder until the very senses seemed stupefied to further recognition. Happily such localities have been rarely bestowed by nature, and this one is shunned by the dusky natives, and the more advanced fauna, when the wet season approaches, leaves it by instinct.—Pittsburgh Dispatch.

### FOLLY OF ARGUING.

One Woman's Practical Way of Avoiding a Heated Discussion.

"It has always seemed to me, said a clear-headed, good-hearted woman, after a discussion upon the events in local society "that of all the wasted time that one could imagine, that was the worst used that was spent in arguing, and especially on the topics upon which the people who could never by any possibility agree. It seems such a useless expenditure of time and breath to talk when nothing in the world is to be gained by it. I am willing to converse, world without end, if there is any purpose, but, to go on hour after hour discussing something that often leads to a good deal of warmth and upon which there is no possibility of arriving at an understanding, is, in my opinion, simply ridiculous.

"A great many years ago, I learned, when there was danger of anything like a heated argument, to hold my peace. If I advanced an idea and somebody took it up and attempted to convince me that something else was far better or that my conclusions were wrong, I simply sat still and looked at him in silence. They did not, as a rule, continue the subject very long, and I was spared a great deal of wear and tear and the possibility of getting drawn into a heated discussion, a thing which I detest. It is no unusual thing for people to find themselves at enmity simply over words. No principle is involved, nothing is gained and no one is benefitted; therefore, my way is, when somebody sets out in a determined vein to talk me into something, frequently on a topic that I am not in the least in sympathy with, I refuse to have anything to say on the subject and settle back in my chair, prepared to listen, without limit of time, but under no circumstances to express my opinion, either pro or con. I find, by the way, that the argument which is all on one side is not likely to be a very long one and that the discussion in which only one person takes an active part lacks that acrimonious quality that the ordinary debate is likely to have."—N. Y. Ledger.

### Found an Exception.

"This law of compensation, my boy," grumbled Uncle Allen Sparks, "doesn't run through everything. Now there's my neighbor Shawcross. He's as lean as a scarecrow and I weigh over two hundred pounds. His health is just as good as mine, he enjoys life fully as well as I do, we're worth about the same amount of money, and it only costs him half as much to buy a suit of clothes as it costs me. And they last him twice as long, blame him!" added Uncle Allen in the tone of an injured man.—Chicago Tribune.

### The Demand for Lace.

Lace counters are besieged from early in the day until late. As a matter of fact, laces are used on day and evening dresses and on garments of all kinds. Besides the guipure laces there are imitations of guipure, which will be used on summer washable dresses. Guipure de venise is a pretty lace for shoulder frills and jabots. This is used in combination with velvet on demi-season light woolen cloth dresses. The effect is charming as in case of an ecru combined with mignonette green velvet and this lace. Other laces of the season are the point venice, point milan, point de flanders, point applique, Irish point, duchess and bruge with many other cheaper varieties which are still very effective.—St. Louis Republic.

If human dwellings were constructed on the same proportionate scale as the anthill of Africa private residences would be a mile high.

The eggs of the Florida chameleon are hatched by the heat of the sun. If kept in dry sand at a temperature of not less than 99 degrees F. nor more than 105 degrees F. they should hatch.

According to Clark, the equatorial semi-diameter is 20,926,509 feet—3963.295 miles, and the polar semi-diameter is 20,854,895 feet—3950.701 miles. One degree of latitude at the pole—69.407 miles; one degree of latitude at the equator—68.708 miles.